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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. II, No. 4

April 8, 1959

HIGHWAY DEPARTMENT VERSION OF HOUSE OF REPRESENTATIVES INVESTIGATION

When the highway department was informed that there was to be an investigation, we stated publicly that we welcomed this move. We had just completed the most successful year, both in mileage of roads built and in amount (dollarwise) of contracts let, in the history of the department. We were pleased that we were able to help in the anti-recession battle by providing employment for Montana men and women through an accelerated road building program. The department reached a high of nearly 2,000 employees during the peak construction season. An additional 2,000 were employed by contractors. Substantial savings had been made by instituting changes in administrative and operational procedures and by foregoing the purchase of many units of equipment.

The Bureau of Public Roads had just completed a thorough analysis of the highway department. The men making this study were loaned to the Bureau of Public Roads by the Federal Bureau of Investigation. The books had been audited by bank examiners and found to be in excellent order.

At a joint hearing before the legislature Messrs. B. M. French, John R. Sargent, William Hall from the Portland Regional office of the Bureau of Public Roads, and W. B. Huffine, Division office in Helena, all did a fine job in advising the legislature where the Montana Highway Department was having the most difficulty. Mr. Huffine stated that, "In one word I can sum up the biggest difficulty we have with the Montana Highway Department - that word is MONEY!" Mr. Sargent said, "... it is a miracle that people of Montana have been able to build and maintain the system of roads it has with such a limited population."

The highway department did its utmost to cooperate with the investigating committee. Space for the hearing was offered; department heads were instructed to remain in Helena pending being called before the committee; payrolls were removed from accounting machines in order to process requested information. Every effort was made to help the committee formulate just and unbiased conclusions. As the hearings proceeded, it became increasingly apparent that the investigation was merely political strategy.

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Interstate Highway

It also became evident that the investigating committee was primarily concerned (not with the overall picture) with one small segment. Namely, the Interstate Highway between Billings and Livingston. It is their opinion, of course, that the Interstate should not be routed through the Yellowstone River Valley.

Several lines of specious reasoning were used in an attempt to prove this conjecture. It was, at this point, that the hearings took on the air of a trial - not an orthodox investigation. Witnesses from the highway department (Chief Engineer Fred Quinnell, Jr., and Interstate Engineer Grover C. Powers) were not allowed the courtesy nor freedom of speech to explain their testimony; questions were leading (and misleading); manners of cross examiners were - to put it very bluntly - inexcusable and rude. For an example, one witness, in an attempt to clarify his testimony, was told to "Shut up!"

A number of witnesses were called from the affected area. All, naturally, protested the routing. Tales of great damage to individual ranches were enumerated. Actually there had been no detailed highway surveys made on these specific ranches. The highway department has no objections to witnesses but we do not think it proper for testimony, based upon hearsay and imagination, to be entered in an official report.

It was contended that a dam at Mission is in the offing; that a large section of highway would be inundated; that, therefore, the funds spent would be wasted. A check with the Bureau of Reclamation will show that a survey was made prior to World War II. The Bureau stated it would be possible to have a storage reservoir in that area - BUT THAT IT WAS ONLY AN IDEA, NOT A PROPOSAL.

The highway department is routinely advised of major proposals which would affect highway routing. In two instances (Armstead and Riechle) highways have been rerouted so that they will not be flooded by waters from proposed dams.

The committee severely criticised the highway department for the manner in which an additional work order on the Springdale Cut was handled. Geological reports on the terrain of the Springdale Hill indicated that the composition was mainly solid rock. Therefore, a steep backslope of one-half to one was designed. When the contractor got into the job, he found that the strata of solid rock was intermingled with layers of shale and unstable material. Upon being disturbed, the formation created a definite hazard to workmen, equipment and to the traveling public due to falling rocks and slides caused by rains and erosion.

The decision was made to change the backslope to one-and-one-half to one to eliminate this danger. Rather than cancel the original contract and award a new one, Albert LaLonde Company was given a supplementary contract. This was entirely logical since LaLonde personnel and equipment (including long drills) were already on the job. We disagree with the committee in their allegation that a new contract should have been awarded.

Criticism was leveled at the highway department for not making more extensive use of core drilling to determine the nature of the rock. Until this particular (and unique) problem arose, we had no great use for this expensive equipment. In the interest of economy, it had not been purchased. However, in view of forthcoming projects on Interstate and other highway systems which will require thorough preliminary exploratory work, arrangements to obtain this equipment were made early this year. With the expanded highway program, we feel such an expenditure will prove economical in the long run.

We would like to report that additional economic surveys on the proposed "north" route (which is north of Yellowstone Valley) are being made. To be sure that final routing meets all criteria set forth by Congress and the Bureau of Public Roads, extensive aerial photographic studies of the proposed route are being carried forth. The economic analysis used in the selection of the "south" route was made by an independent agency - the Automotive Safety Foundation. Recommendations made in this study were accepted and incorporated into highway planning. The Highway Commission wants to be absolutely sure of all factors. One that vitally concerns them is that the Interstate Highway be of benefit, not to a very few, but to the largest number of people.

Personnel

A separate investigation of highway personnel revealed that most employees are satisfied with their jobs and loyal to the department. The report stated that the Training-In-Service program is effective in helping to prepare employees for more responsible positions; that training seminars are fulfilling their purpose. We do have difficulty securing trained engineers because of the comparatively low salaries we are compelled to offer.

Accounting Audit

This audit was superfluous (as far as the highway department was concerned) but every effort was made to cooperate with the accounting firm hired by the legislature at a cost, incidentally, to the taxpayers of $8,093. It was gratifying when a member of the firm making the audit stated publicly that, "The books were in fine shape and nothing wrong with them."

These books are set up in accordance with methods recommended by the American Association of State Highway Officials. In addition, regular reports are made to the Board of Examiners of the State of Montana. Purchasing is in compliance with specific regulations to which we rigidly adhere.

Right Of Way

Criticism of the right of way department centered on the lack of uniformity of appraisals, lack of training of agents and concern that we may be paying too much for right of way.

Appraisal of right of way damages, resulting from highway construction, is a comparatively new field - especially in Montana. Prior to 1956, it was not necessary to have an appraisal made before starting negotiations for right of way. Agents suddenly found that they must show, item by item, specific damage anticipated, plus a detailed and accurate appraisal of each parcel of land to be purchased, based upon factual information pertaining to that land and the surrounding vicinity. These appraisals are then reviewed and approved by the highway department and the Bureau of Public Roads. Such appraisals require extensive information and practical knowledge of many subjects ranging in scope from gardening to the re-location of rivers.

A training program in appraising was instituted for right of way agents. Leading authorities on land appraisal were called upon to assist. Agents attend appraisal schools and, during the investigation, a school was in progress in Helena for all right of way agents. Two outstanding appraisers, both members of the Appraisers' Institute of the National Association of Real Estate Boards, were the instructors.

Due to increased workload and additional duties of right of way agents, this department has tripled in size during the past two years. In spite of the handicap of tripling almost overnight, this department is in excellent condition. Its accomplishments are an asset to the highway department.

In order to utilize the efforts of the right of way department more fully and coordinate activities with other departments, we have obtained the services of the Ebasco organization to make a thorough analysis of this department. Ebasco has a sound background of efficiency methods gleaned from studies made of private enterprise and other highway departments.

Whether we have overpaid for right of way is a moot question. It is the contention of the highway department that each landowner must be justly compensated for land purchased and damages incurred. The primary objective is to bear in mind that our major responsibility is to the Montana highway users to spend this money in a careful and prudent manner.

Use Of Airplanes

It is customary for the highway department - in an effort to keep abreast of new methods in highway construction and efficiency practices - to study operations of other state highway departments. To lower costs, highway departments are using airplanes for reconnaisance, aerial photography and carrying personnel. Photogrammetry is used in determining choice of routes. To be able to take pictures when they are needed is of vital importance to successful operations. One plane is used exclusively for this purpose and is equipped with an aerial camera. The other plane (used for transportation of personnel) has already saved a considerable sum for the state in per diem and travel time. These planes are leased on a rental basis. We believe that in the one year of operation they have proven their value and necessity to the highway department.

Conclusion

It is possible to go into greater detail on these issues and divergences of opinion. For the sake of brevity, we will cut this report short. However, if there are specific questions to be asked, we shall be happy to answer them.

We do not deny that errors have been made. A program which has grown so large so rapidly is expected to encounter complicated experiences and unforeseen situations. The highway department is endeavoring to resolve each problem as it arises by consulting other highway departments and experts in private industry in order to arrive at sound solutions.

It is our belief that the investigation was not conducted for the purpose of aiding the highway program in Montana - but to hinder and obstruct by a concentrated effort to disrupt and discredit the activities of the highway department.

Our job is to build roads. The highway department does not consider it ethical to become involved in controversial subjects nor in politics. Road building and politics are not conducive to overall excellence in highway planning. However, now that the highway department has been maneuvered - through irresponsible and frivolous charges - into defending its record, we must of necessity question the motives of those obstructionists whose aspersions have without doubt raised qualms about the efficacy of the highway construction program.

As far as we are concerned, the investigation was instigated by a small, but highly vocal, group whose purpose was to cast discredit upon the highway department and the present administration. We deplore the methods used by this group to bring the highway department into a political issue to further their own desires. We regret that we are forced into defending the work of the highway department. We resent the fact that we must defend the highway department from cunning and scurrilous charges. But we will defend ourselves to the utmost of our ability.

The Montana Highway Department therefore takes this opportunity to assure the people of Montana and the traveling public that we shall continue to endeavor to construct and maintain a highway system which will be a credit to Montana.

Since the highway department is composed of human beings - not robots - we are going to make mistakes. We hope they are minor.

In closing, the highway department again states that we welcome constructive criticism.

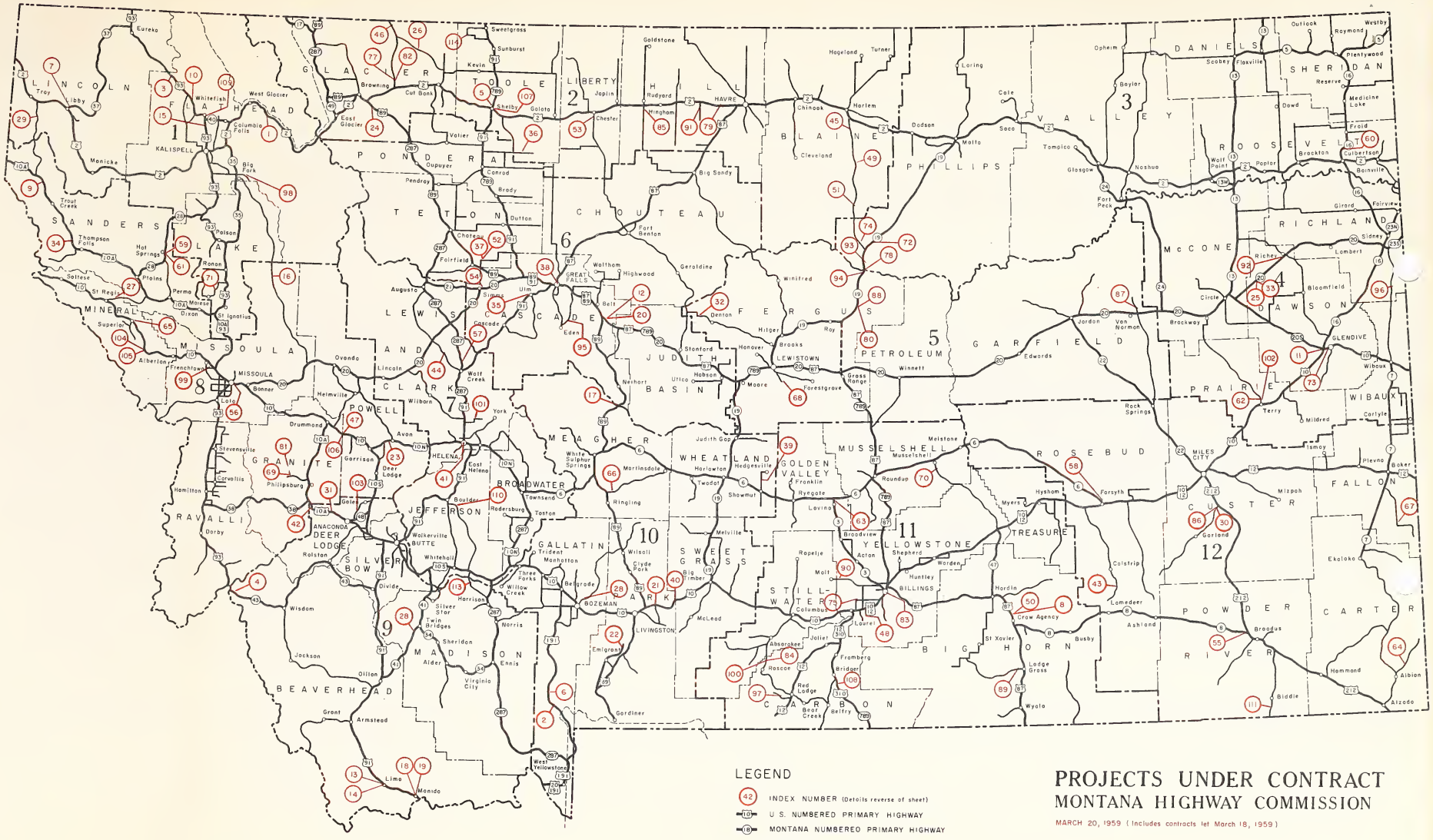
STATE OF MONTANA
HIGHWAY COMMISSION

LETTING OF MARCH 18, 1959

A W A R D S H E E T

Project Number	Amount of Bid	Bidder	Address
F 100(8), F 270(9) F 270(10) Whitefish-Columbia Falls and Kalispell-Whitefish Road in Flathead Co.	$668,851.08	Baltrusch Construction Co.	Havre
F 190 (3) Birch Creek-Browning Road in Glacier Co.	$499,697.29	Zook Bros. Construction Co.	Cut Bank
185 (2) Santa Rita-Del Bonita Road in Glacier Co.	$357,323.56	Inland Asphalt Company	Spokane
S 216 (2) St. Regis-Paradise Road in Mineral Co.	$297,245.41	Fred H. Slate Co., Oreg. Ltd.	Portland
S 342 (7) Arrow Creek-Brooks Road in Fergus Co.	$203,307.71	McLaughlin, Inc.	Great Falls
S 362 (5) Lame Deer-Colstrip Road in Rosebud Co.	$153,459.59	Wyoming Paving	Riverton

All projects awarded except No. 3, No. 4 and No. 6, which were awarded subject to B.P.R. concurrence and the clearance of right of way.



LEGEND

- 42 INDEX NUMBER (Details reverse of sheet)
- U.S. NUMBERED PRIMARY HIGHWAY
- MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT
MONTANA HIGHWAY COMMISSION

MARCH 20, 1959 (Includes contracts let March 18, 1959)

Map Index Number	Project Number	LENGTH, TYPE OF CONSTRUCTION AND LOCATION	Probable Completion Date
1	FHP 13-C4, D4, E2, F5 U2	5 miles surfacing, plant mix and seal coat oiling (U.S. 2 - East of West Glacier)	1959
2	FHP 42-K2, L3	8.9 miles grading, drainage, surfacing, bituminous surface treatment and two concrete girder bridges, one 122 foot - West Gallatin River, one 105 foot - Taylor Fork (U. S. 191 - South of Bozeman)	1959
3	FHP 12-A4, B3, C2	14.0 miles surfacing, bituminous plant-mix and seal coat oiling (U. S. 93 - Southeast of Eureka)	1959
4	FHP 20-A	7.8 miles (1.0 miles in Idaho) grading, drainage and 38 foot reinforced concrete girder bridge - Trail Creek (Montana 43 - West of Wisdom)	1959
5	I-IG-ING 15-8(3) 351*	5.6 miles (2.9 miles four lane divided) grading, drainage, surfacing, plant mix and seal coat oiling - Three prestressed concrete & steel beam overpasses, two 360 foot G.N. Ry. & U. S. 2, one 276 foot U. S. 91 - North Shelby Interchange (US 91 - Shelby North)	9-1-60
6	FHP 42 J-5 K 1	7.9 miles bituminous surface treatment (US 191 - South of Bozeman)	1959
7	FAP - F118 (7)	698 foot steel and concrete bridge and approaches - Kootenai River (Mont. 37 - Libby)	12-31-59
8	IN 90-9 (5) 498 U 1*	11.6 miles (4.9 miles four lane divided) grading, drainage, surfacing, plant mix, seal coat oiling and fencing (US 87 - Crow Agency North)	10-1-59
9	FHP 6 - B1, C1, I4	6.5 miles grading, drainage, surfacing and bituminous surface treatment (US 10A - relocation by Foxon Rapids Dam Reservoir)	1959
10	DF 98 (9)	11.0 miles surfacing, plant mix and seal coat oiling (U.S. 93 - Northwest of Whitefish)	7-15-59
11	U 121 (3)	2.7 miles (2.3 miles four lane divided) grading, drainage, surfacing, plant mix and seal coat oiling - (US 91 - Glendive Southwest)	8-31-59
12	F 235 (26) U1	5.3 miles grading, drainage, surfacing, plant mix and seal coat oiling (U.S. 87 - Southeast of Belt)	8-15-59
13	I - ING 82-01 (6) U1*	5.0 miles grading, drainage, surfacing and bituminous surface treatment (U.S. 91 - Lima Northwest)	8-1-59
14	I - ING 82-01 (6) U2*	118 foot prestressed concrete overpass - Lima Interchange, and 450 foot steel and concrete overpass U.P. RR. (US 91 - Lima Northwest)	6-1-59
15	F 100 (8)	14.6 miles (7.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling) (7.3 miles plant mix bituminous and seal coat oiling) (U. S. 93 and Mont. 40 - Whitefish South)	10-31-59
16	F 270 (9) F 270 (10) FHP 15-F1, H2, I1	18.3 miles (0.8 miles grading) surfacing, plant mix and seal coat oiling (Southeast of Big Fork)	1959
17	FHP 32-B6, F4, G4, H2, I3	6.1 miles (3.5 miles grading) surfacing and bituminous surface treatment (US 89 North of white Sulphur Springs)	1959
18	I - ING 255 (12) U1*	12.0 miles, grading, drainage, surfacing and bituminous surface treatment (US 91 Monida North)	8-1-59
19	I - ING 255 (12) U2*	281 foot steel and concrete overpass - U.P. RR., 118 foot steel and concrete overpass - Monida Interchange (US 91 - Monida North)	7-31-59
20	F 235 (26) U2	Nine prestressed concrete beam bridges - two 92 foot - four 102 foot - two 118 foot - one 123 foot - Otter Creek (U.S. 87 - Southeast of Belt)	10-31-59
21	I 117 (10) U1*	7.8 miles grading, surfacing and bituminous surface treatment, 118 foot concrete bridge - Mission Creek (US 10 - East of Livingston)	7-15-59
22	F 217 (10)	9.7 miles, grading, drainage and surfacing (US 89 relocation - North of Emigrant)	9-1-59
23	F - FG 249 (11)	2.6 miles grading, drainage, surfacing, bituminous surface treatment (U.S. 10 N - East of Garrison)	5-15-59
24	F 190 (3)	7.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U.S. 89 - Southeast of Browning)	10-31-59
25	DF 391 (9) U1 F 391 (10) U1	9.7 miles grading, drainage, surfacing, plant mix and seal coat oiling (Mont. 23 - Southwest of Richey)	9-15-59
26	S 185 (2)	32.1 miles surfacing, plant mix bituminous and seal coat oiling (North of Cut Bank)	7-1-59
27	S 216 (2)	3.4 miles grading, drainage, surfacing, plant mix bituminous end seal coat oiling (St. Regis Northeest)	7-1-59
28	DF 387 (6)	10.5 miles grading, surfacing, plant mix & seal coat oiling (Mont. 41 - south of Twin Bridge)	8-1-59
29	S 38 (6)	5.9 miles grading, drainage, surfacing, plant mix and seal coat oiling (South of Troy)	9-1-59
30	S 45 (8)	5.7 miles grading, dreinage and surfacing (Northeast of Gerland)	5-15-59
31	DF 164 (11)	12.0 miles plant mix surfacing and seal coat oiling (US 10A - West of Anaconda)	6-15-59
32	S 342 (7)	13.0 miles surfacing, plant mix bituminous and seal coat oiling (Denton West)	7-1-59
33	DF 391 (9)(U2) F 391 (10) U2	Three treated timber trestle bridges - One 57 foot and two 88 foot (Mont. 23 - Southwest of Richey)	6-30-59
34	F-F-90 (4) FH	949 foot steel end concrete bridge - Clark Fork (U.S. 10A relocation - West of Thompson Falls)	7-31-60
35	I 182 (6)*	12.5 miles grading, drainage, surfacing, plent mix oil and fencing - includes 2.4 miles four lans (US 91 - Ulm South)	9-1-59
36	S 107 (6)	8.0 miles drainage and surfacing (Southeast of Shelby)	6-30-59
37	S 223 (1) U1	6.0 miles grading, dreinage, surfacing, bituminous surface treatment (Northeast of Fairfield)	6-15-59
38	FG 224 (5)	0.2 miles grading, drainage, concrete paving and 76 foot steel beam underpass - G.N. Ry. (US 89 - 2nd Avenue & 1st Avenue North - Great Falls)	6-30-59
39	DS 64 (2) & S 64 (3)	8.7 miles grading, drainage, surfacing and one 57 foot treated timber bridge - Dead Man's Besin Canal (Shawmut North)	8-1-59
40	I 117 (10) U2*	4.0 miles grading, drainage, surfacing end plant mix oil (US 10 - East of Livingston)	9-1-59
41	US 246 (1)	0.7 miles grading, drainage, surfacing and plant mix oil (Last Chance Gulch and Park Avenue - Helens)	6-1-59
42	F 164 (10) & DF 164 (12)	4.3 miles grading, drainage, surfacing, plant mix bituminous and seel coat oiling (U.S. 10A - West of Anaconda)	8-1-59
43	S 362 (5)	9.0 miles surfacing, plant mix bituminous surfacing and seal coat oiling (South of Colstrip)	7-1-59
44	S 228 (1)	17.8 miles grading, drainage, surfacing & bituminous surface treatment (Wolf Creek - Northwest)	9-1-59
45	S 187 (1) U1	12.6 miles grading, drainage, surfacing & bituminous surface treatment (South of Harlem)	7-15-59
46	S 185 (1)	3.9 miles grading, drainage and surfacing (North of Cut Bank)	8-1-59
47	I 90-3 (3) 157 U2*	Four prestressed beam bridges - Two 113 foot Jens and two 153 foot Gold Creek Interchanges - four standard junior grade separations (US 10 - East of Drummond)	7-31-59
48	I-ING 90-8 (6) 441*	Eight prestressed concrete beam bridges - one 457 foot N.P. Ry. & Interstate Highway, three 153 foot - Canyon Creek, three 83 foot - Hogan Slough, one 123 foot Canyon Creek and 0.3 miles grading (US 10 - West of Billings)	6-30-59
49	S 187 (2) U1	14.0 miles of greding, drainage, surfacing & bituminous surface treatment (South of Harlem)	7-1-59
50	IN 90-9 (5) 498 U2* & IN 90-9 (7) 508 U2*	Seven prestressed concrete beam bridges, one 210 foot Mont. 8 Interchange, two 118 foot Dunmore Interchange, two 133 foot - Crow Agency Interchange, one 165 foot, one 153 foot - Little Big Horn River (US 87 - Crow Agency north and south)	7-31-59
51	S 187 (3) U1	12.6 miles grading, drainage, surfacing & bituminous surface treatment (South of Harlem)	7-1-59
52	S 223 (1) U2	Two 57 foot treated timber trestle bridges - U.S.R.S. Canal (Northeast of Fairfield)	7-31-59
53	S 303 (3)	0.2 miles gradine and drainage (South of Chester)	5-1-59
54	DF 176 (6)	5.2 miles gradine, drainage, surfacing, plant mix & seal coat oiling (Mont. 20 Simms East)	7-31-59
55	DF 198 (4) F 334 (15) U2 DF 334 (16)	20.4 miles grading, drainage, soil cement stabilization, plant mix and seel coat oiling (US 212 - Mont. 8 - Broadus West)	9-15-59
56	U-UG 405 (3) U2	0.8 miles grading, drainage, surfacing, plant mix & seal coat oiling (Fifth-Sixth and Madison Streets - Missoula)	7-1-59
57	F 23B (7)	10.5 miles grading, drainage, surfacing, plant mix and seal coat oiling (Mont. 33 - North of Wolf Creek)	9-15-59
58	DF-DFG 384 (4)	1.2 miles grading, drainage, surfacing and bituminous surface treatment (Mont. 6 - Forsyth Northwest)	6-15-59
59	F 87 (10) U1 DF 87 (11)	9.9 miles grading, drainage, surfacing, plant mix and seal coat oiling (Mont. 28 - Near Hot Springs)	9-1-59
60	F 193 (9) & F 273 (10)	7.8 miles grading, drainage, surfacing, plant mix and seal coat oiling (Mont. 16 - relocation Culbertson North)	7-15-59
61	F 87 (10) U2	One 50 foot prestressed concrete beam bridge - Hot Springs Creek (Mont. 28 - Near Hot Springs)	7-31-59
62	S 302 (13)	825 foot steel and concrete bridge - Yellowstone River (North of Terry)	6-30-59
63	DF 28A (19)	0.7 miles surfacing & bituminous surface treatment, two steel and concrete bridges, 143 foot - Musselshell River, 102 foot - Big Coulee Creek (Mont. 3 - Lavina South)	9-15-59
64	S 196 (1)	11.0 miles grading, drainage, and surfacing (Northeast of Albion)	7-30-59
65	I 90-1 (5) 46*	Two steel riveted plate girder bridges, one 621 foot, one 801 foot - Clark Fork (U.S. 10 - North and South of Superior)	8-31-60
66	S 14 (8)	11.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Northeast of Ringling)	8-31-59
67	S 51 (4)	4.6 miles grading, drainage, and surfacing (Southeast of Baker)	6-30-59
68	DS 261 (2)	2.2 miles grading, drainage, surfacing and road mix oil (Southeast of Lewistown)	7-15-59
69	S 127 (3) U1	6.4 miles grading, drainage, and surfacing (West of Philipsburg)	6-1-59
70	S 236 (3)	7.0 miles grading, drainage and surfacing (Musselshell South)	7-1-59
71	DS 178 (4) S 178 (5)	7.8 miles grading, drainage, surfacing, plant mix bituminous & seal coat oiling, one 75 foot treated timber trestle bridge - Post Creek (Moiese Northeast)	7-15-59
72	DF 333 (19)	14.9 miles surfacing, plant mix and seal coat oiling (Mont. 19 - South of Malta)	7-15-59
73	F 130 (15) U2	Four 120 foot continuous concrete T beam bridges - 2 Seven Mile Creek, 2 - Dry Creek, (US 10 - West of Glendive)	4-30-59
74	DS 187 (5)	6.4 miles grading, drainage and surfacing (South of Harlem)	7-31-59
75	S 192 (2) U2	6.8 miles grading, drainage, surfacing, plant mix bituminous, seal coat oiling and three treated timber trestle bridges; one 19 and one 25 foot - Big Ditch, one 25 foot - B.B.W.A. Canal (West of Billings)	8-1-59
77	S 248 (2) U1	12.1 miles grading, drainage end surfacing (Northeast of Browning ,	7-1-60
78	F FLH 333 (13)	698 foot steel and concrete bridge - Missouri River (Mont. 19 - Southwest of Malta)	5-15-59
79	FG 95 (11) U2	312 foot steel and concrete overpass - G.N. Ry. (U. S. 2 - West of Havre)	11-30-59
80	DF 333 (20)	12.9 miles grading and drainage (Mont. 19 - North of Grass Range)	9-15-59
B1	S 127 (3) U2	102 foot prestressed concrete beam bridge - Rock Creek (West of Philipsburg)	7-31-59
82	S 248 (2) U2	Four treated timber trestle bridges, one 19 foot - Dry Coulee, one 38 foot - Cobell Coulee, one 50 foot - Willow Creek, one 100 foot - Out Bank Creek (Northeast of Browning)	6-30-59
83	F-FG 228 (14)	1711 foot prestressed concrete bridge - N.P., G.N., & C.B.&Q., RR (US 10 - Billings)	10-31-59
84	DS 289 (7) DS 346 (4)	7.7 miles grading, drainage and surfacing (Roscoe North)	8-1-59
85	S 219 (3)	6.0 miles plant mix and seal coat oiling (South of Rudyard)	6-20-59
86	S 45 (7)	138 foot prestressed concrete bridge - Pumpkin Creek (Northeast of Garland)	5-15-59
87	S 264 (2)	411 foot prestressed concrete beam bridge - Big Dry Creek (Northeast of Van Norman)	11-30-59
88	DF 333 (21) & F 333 (22)	12.9 miles soil cement stabilized base, plant mix bituminous and seel coat oiling (Mont. 19 - North of Grase Range)	8-31-59
89	S 260 (1)	11.4 miles grading, dreinage, and surfacing (West of Lodge Grass)	10-1-59
90	DS 176 (4)	7.4 miles plant mix and seal coat oiling (Molt - East)	7-1-59
91	S 245 (1)	6.7 miles grading, dreinage, surfacing and bituminous surfece treatment (West of Havre)	7-1-59
92	F 391 (8)	9.0 miles grading, drainage, soil cement base, & bituminous surface treatment (Mont. 23 Richey West)	6-30-59
93	F 333 (16) U2	2.5 miles grading and drainage (Mont. 19 - South of Malta)	4-15-59
94	F 333 (15) U3	4.5 miles grading, drainage and surfacing (Mont. 19 - North of Grass Range)	5-25-59
95	DS 91 (4)	3.4 miles grading, drainage, surfacing & bituminous surface treatment (Northeast of Eden)	9-1-59
96	S 128 (3)	7.4 miles grading, drainage and surfacing (North of Wibaux)	4-30-59
97	S 274 (2)	3.4 miles grading, drainage and surfacing (West of Red Lodge)	7-1-59
98	DS 204 (2)	8.5 miles plant mix and seal coat oiling (Northeast of Big Fork)	7-1-59
99	S SG 272 (1)	1.7 miles grading, drainage, surfacing, bituminous surface treatment and 180 foot stsel and concrete overpass - N.P. Ry. (Southeast Frenchtown)	6-31-59
100	S 289 (6) & S 346 (3)	Two steel and concrete bridges - 110 foot and 153 foot - East Rosebud River (Near Roscoe)	7-31-59
101	DS 251 (2)	6.3 miles grading, drainage, surfacing and bituminous surface treatment (North of Helena)	6-1-59
102	DS 302 (4)	2.2 miles grading, drainage, surfacing road mix & seal coat oiling (Terry - North)	7-30-59
103	DS 304 (4)	2.8 miles surfacing, plant mix and seal coat oiling (Northeast of Anaconda)	6-15-59
104	I 90-1 (4) 60 U1*	5.0 miles (2.0 miles four lane) grading, drainage, surfacing, plant mix, seal coat oiling and fencing (U. S. 10 - Southeast of Superior)	10-15-59
105	I 90-1 (4) 60 U2*	Two 128 foot prestressed concrete beam bridges - Tarkio Interchange, One Standard junior grade separation (US 10 - Southeast of Superior)	6-30-59
106	I 90-3 157 U1*	9.6 miles four lane grading, drainage, surfacing, plant mix, seal coat oiling and fencing (U.S. - East of Drummond)	9-30-59
107	DF 62 (10) DF 225 (4)	20.1 miles grading, surfacing, plant mix and seal coat oiling (U.S. 2 - Shelby East)	7-31-59
108	DF 258 (11)	5.8 miles grading, drainage, surfacing, plant mix and seal coat oiling (US 310 - South of Bridger)	7-1-59
109	F 270 (6)	0.3 miles grading and dreinege (US 93 - South of Whitefish)	3-15-59
110	DS 9 (8)	5.6 miles reshape, surfacing and bituminous surfsce treatment (Southeest of Boulder)	7-1-59
111	DS 54 (5)	9.1 miles surfacing, plant mix and seal coat oiling (Biddle South)	6-30-59
113	S 167 (5)	4.5 miles grading, drainage, surfacing and bituminous surface treatment (Southeast of Whitehall)	7-1-59
114	DS 366 (4)	6.6 miles grading, drainage, and surfacing (West of Sunburst)	9-15-59

* - Indicates Interstate System Projects